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Brandies**

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all over the World.

Agents,  
**H. Price & Co.,**  
12 Queen's Rd., Central.  
458

# The China Mail.

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D. C. L.

Old Tom Gun.

The most reliable Gun  
on this market.

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12 Queen's Rd., Central.  
458

No. 12,907

號十月八年四百九千一英

HONGKONG, WEDNESDAY, AUGUST 10, 1904.

日九廿周六年辰甲

PRICE, \$3.00 Per Month.

WHISKY.

**V. O. B.**

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BY

Charles Mackinlay & Co.,  
LEITH.

\$12.00 per Case.

**MACEWEN, FRICKEL & CO.,**  
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Hongkong, July 26, 1904. 2547

Wanted.

WANTED.

A FOREMAN (Chinese) to look after  
Building Work generally, must be  
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accustomed to Outdoor Building Work.  
Apply to OFFICER in CHIEF OF WORKS,  
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Hongkong, August 8, 1904. 1455

WANTED.

SECOND-HAND ENGLISH  
BILLIARD TABLE.

Reply to A.

Care of 'CHINA MAIL' Office,  
Hongkong, August 6, 1904. 1458

WANTED.

A EUROPEAN ASSISTANT for an  
Office.

Apply to D.

Care of 'CHINA MAIL' Office.  
Hongkong, August 6, 1904. 1459

Intimations.

NOTICE.

A EXCESS of \$90.00 was by MRS.  
A TAKE PAID on SATURDAY  
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call at our Store, the Money will be  
RETURNED to him.

WING SUN & CO.,  
No. 54, QUEEN'S ROAD, CENTRAL.  
(Premises formerly occupied by Messrs  
C. J. GAUFF & CO.).

High-class Tailors & Outfitters,  
Shirt and Breeches Makers,  
FNU, Quality, Workmanship Guaranteed.  
Prices very Moderate.

NOW SHOWING: New Lot of STAW  
HATS, FELT HATS, PANAMAS, UMBRELLAS,  
WALKING STICKS, BOOTS and SHOES, &c.,  
etc., &c.

INSPECTION INVITED.  
TELEPHONE No. 467.  
Hongkong, August 4, 1904. 1429

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

DR. M. H. CHAUN,  
37, DES VŒUX ROAD, CENTRAL, HONGKONG.  
From the University of Pennsylvania,  
U.S.A.

Hongkong, July 28, 1904. 1386

BOARD AND RESIDENCE,  
**ASTOR HOUSE**,  
(Old Government House)  
166, QUEEN'S ROAD EAST.  
TERMS: \$3 per Day—\$60 per Month.  
COMFORT OF VISITORS GUARANTEED.  
Apply on the Premises.

Hongkong, August 9, 1904. 1460

THE POPULAR  
**SCOTCH**  
IS  
"BLACK & WHITE"

  
JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS.  
By Appointment to  
**H. M. THE KING**  
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**THE PRINCE of WALES**

Supplied at all the leading Cafes and  
Hotels, and to be obtained from LANE  
CRAWFORD & CO., Queen's Road  
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METAL.**

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Engineers,  
HONGKONG.

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JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**

8.s. HONKONG, 2,383 tons, Captain R. D. Thomas.  
8.s. POWAN, 2,339 tons, Captain G. F. Morrison, R.N.R.  
8.s. FATSCHAN, 2,950 tons, Captain W. A. Valentine.  
8.s. HANKOW, 3,073 tons, Captain B. Branch.  
8.s. KINSHAW, 2,860 tons, Captain J. J. Lessius.

Departures from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), 5.30 p.m.  
and 9 p.m. (Saturday Excepted).

Departures from CANTON to HONGKONG daily at 8 a.m., 2.30 p.m. and 5.30 p.m.  
(Sunday Excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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8.s. HONGKONG, 1,998 tons, Captain H. D. Jones.

Departures from HONGKONG to Macao on week days at about 9 p.m. During the Summer  
Months the time of leaving fluctuates to suit the tide at Macao. For further  
particulars, see special time table.

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Departures from Macao to HONGKONG daily at 7.30 a.m.

**Canton-Macao Line.**

8.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

8.s. HONGKONG, 2,339 tons, Captain R. D. Thomas.

8.s. HONGSHAN, 1,998 tons, Captain G. F. Morrison, R.N.R.

8.s. FATSCHAN, 2,950 tons, Captain W. A. Valentine.

8.s. HANKOW, 3,073 tons, Captain B. Branch.

8.s. KINSHAW, 2,860 tons, Captain J. J. Lessius.

Departures from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), 5.30 p.m.  
and 9 p.m. (Saturday Excepted).

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(Sunday Excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**Hongkong-Canton & Macao Steamboat Co. Ltd.**

18 Bank Buildings, Queen's Road Central, Hongkong.

Or of BUTTERFIELD and SWINE.

Agents CHINA NAVIGATION CO LTD.

16

DR NEWELL WILSON.

DR WILLIAM DANIEL.

DENTISTS.

—

LATEST AMERICAN METHODS.

REASONABLE FEES.

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NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

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31 QUEEN'S ROAD CENTRAL  
(First Floor, WATKINS BUILDING).

Hongkong, February 18, 1904. 2206

DR HARRY FONG.

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved  
Appliances.

41, QUEEN'S ROAD CENTRAL.

Entrance on Lee Yuen Street.

Hongkong, July 28, 1904. 1379

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Surgeon Dentist.

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE

Consultation Free.

Telephone: Avel 24, 1903.

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Bovril is

Strength.

In these days of increased commercial activity, strength and perfect health are needed more than ever. Bovril taken regularly is most strengthening and sustaining. It keeps the system in the very pink of condition.

**BOVRIL**

To be obtained at all Cafes, Umbrellas,  
Hotels, &c., throughout Hongkong, China  
and Japan.

Telephone No. 75.

MANAGER.

Hongkong, June 10, 1904. 1228

## Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED,**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston  
Rods, etc., suitable for highest pressure. Pump Packings, Jointing Material, As-  
bestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and  
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glass, Packing  
Rings of Asbestos, Rubber and Wood.

Bell's Asbestos Non-inflaming Composition for covering Boilers, Steam Pipes, etc.  
(only best quality known). Boilers covered with Bell's Composition repay expense of  
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.

Bell's Asbestos Special Kerosene Oil—unparalleled for Marine Engines. A large  
Stock of Engine and Cylinder Oils always in hand.

Bell's Bell-Preservative specially removed existing scale and prevents corrosion—  
does not injure timber.

Agents for BELL'S COOKS, Stop Valves, and Gauge Columns. Steam Gauges and  
Water Gauges always in stock. Lists and Prices on application.

BRADLEY & CO., Manager,  
Hongkong.

Ortiz, 6 Des Vaux Road,  
opposite King Edward Hotel entrance.

## Business Notices.

**GREEN ISLAND CEMENT CO., LTD.,  
Portland Cement.**

In casks of 375 lbs net, \$5.00 per cask, ex Factory

In bags of 250 lbs net, \$3.00 per bag, ex Factory

FACTORIES—HONGKONG AND MACAO

For further particulars, apply to

**Shewan, Tomes & Co.**  
GENERAL MANAGERS

**MAC LAREN'S  
CANADIAN CHEESE**

In Jars (Medium and Small) Wholesale and Retail from  
**LANE, CRAWFORD & CO., LTD.**  
SOLE AGENTS.

Hongkong, May 6, 1903. 983

FAIRALL & CO.

HIGH-CLASS

DRESSMAKERS, MILLINERS,

AND

GENERAL DRAPERS.

CORSETS and SHOES A SPECIALITY.

Hongkong, August 9, 1904. 1096

**THE HONGKONG HOTEL,**

REPLET WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLIARD ROOMS.

EUROPEAN CHEF.

**CONNAUGHT HOUSE HOTEL,  
QUEEN'S ROAD CENTRAL.**

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Intimations.

**Milkmaid**  
BRAND  
**Milk**  
Guaranteed  
Full Cream.  
TRADE  
MARK.



Largest Sale in the World.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCE-NEZ AND EYE PRESERVES.G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.EASTMAN'S KODAKS AND FILMS.  
64, QUEEN'S ROAD.

JAPAN



COALS.

**MITSUI BUSSAN KAISHA**  
(MITSUI & CO.)HEAD OFFICE: 1, SURUGA-CHO, TOKYO.  
LONDON BRANCH: 34, LINN STREET, E.C.  
HONGKONG BRANCH: PRINCE'S BUILDINGS, 101 HONG KONG STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tsin-tsun, Newchwang, Port Arthur, Seoul, Chinkoo, Yokohama, North China, Korea, Japan and America.  
SOLE PROPRIETORS OF Takashima, Ochi, Shimane, Nara, and Kami-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Burmese Coal from 1905.

Solo Agents for Hiroka, Hondo, Kamada, Fujinotan, Mameda, Mannoura, Onoura, Usui, Sasebo, Tantakura, Yoshinotan, Yodoh, Yunekibara, and other Collieries.

S. MINAMI, Manager, Hongkong.

1115

**ENO'S** A SIMPLE REMEDY  
FOR ALL 'FRUIT' IMPURITIES  
OF THE BLOOD. **SALT.**

'It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.' — *European Mail*.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT'. Without it you have a WORTHLESS IMITATION.

Prepared only by J. O. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENGL.

by J. C. ENO'S Patent.

Sold by Chemists, &c., everywhere.

**DARTRING** A perfect complexion  
depends on delicacy of skin, which is conferred by  
**DARTRING** 'LANOLINE'

No imitation can bear the 'Dartring'.  
No imitation can be called 'Dartring'.  
DARTRING TOILET 'LANOLINE'  
is collapsible tube.

DARTRING 'LANOLINE' TOILET SOAP.

Illustration: Dr. H. H. F. London, F.R.C.S.

A PERFECT BEVERAGE.

Preferred by Connoisseurs  
for its high quality and  
delicious natural flavor.

*van Houten's*  
Cocoa

Rich in nourishing and  
stimulating properties, it  
builds up and invigorates  
the system.

Best &amp; Goes Farthest.

Intimations.

**MITSU BISHI GOSHI-KWAISHA**  
(MITSU BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI',  
which applies to all Branch Offices and  
Hongkong and Shanghai Agencies.A1, ABC 5TH EDITION, WESTERN  
UNION CODES USED.ALL LETTERS ADDRESSED  
MANAGER, MITSU BISHI CO., WITH  
NAME OF PLACE UNDER.BRANCH OFFICES.  
NAGASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.  
HONGKONG: H. U. JEFFRIES.  
MANILA: COMPAGNIA MARITIMA.  
YOKOHAMA: M. ABADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenal; the Imperial Railway; Sanyo, Kishu and the other Principal Railways; Industrial Works, Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korea, Japan and America.

SOLE PROPRIETORS of Takashima, Ochi, Shimane, Nara, and Kami-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Burmese Coal from 1905.

Solo Agents for Hiroka, Hondo, Kamada, Fujinotan, Mameda, Mannoura, Onoura, Usui, Sasebo, Tantakura, Yoshinotan, Yodoh, Yunekibara, and other Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904. 777

NOTICE.

A H. WONG, who was formerly in the  
Employ of our Company as 'HAL-  
BOUR MAN' has now been DISMISSED.  
He has now nothing to do with our  
Company.Customers, who favour us with any  
Orders, are requested to send to our Office  
at No. 20, PLATA EAST, WANCHAI.TUNG TAI TSEUNG KEE & CO.,  
Engineers and Shipbuilders,  
Wanchai.

Hongkong, July 28, 1904. 1378

AH WONG AND AH SON.  
E. G. S. I. E. S. S.6 & 7, ALBANY STREET, WANCHAI,  
HAVE FOR SALE:DONKEY-DRILLS, STEAM WINCHES AND  
WINDLASS, DYNAMOS AND ENGINES.

Hongkong, August 4, 1904. 1430

THE KOWLOON HOTEL,  
KOWLOON.A High-class Tourist's Hotel under Amer-  
ican Management. First-class Cui-  
sine, Beautiful Garden.MODERATE CHARGES.  
J. W. OSBORNE,  
Proprietor and Manager.

Hongkong, January 20, 1904. 135

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP, THE PEAK,  
near the TRAM TERMINUS. TELEPHONE 58

For Terms.

Apply to the MANAGER. 741

TANG YUEN.

BOARDING ESTABLISHMENT.  
Splendid View of Harbour.

No. 18 MACDONNELL ROAD.

Under European Management.

Apply at the House,

or

At FAIRALL &amp; CO.,

Opposite Hongkong Hotel.

Hongkong, June 10, 1904. 97

SPONGES! SPONGES!! SPONGES!!!

JUST UNPACKED.

A Varied Assortment of TOILET and

NURSERY SPONGES of different

sizes and prices.

Quality as regards durability will speak

for itself.

Inspection Earnestly Solicited.

H. RUTTINER,

No. 5, D'ARLON Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, July 30, 1904. 1398

BOARD AND RESIDENCE.

9, BARRON TERRACE, Kowloon.

Elegantly FURNISHED ROOMS.

Apply on the premises to

MRS. GRUNBERG.

Hongkong, July 12, 1904. 1287

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instruc-  
tions to Sell by Public Auction,  
onS A T U R D A Y,  
the 13th August, 1904, commencing at  
2.30 P.M., at his Sales Room,  
DUDDELL STREET,A QUANTITY OF  
VALUABLE HOUSEHOLD  
FURNITURE.  
(Particulars from Catalogue).

Also,

One 'OUTLUS' 4-PLATE CAMERA, with  
EYERSCOPE LENS, TIME and INSTANTANEOUS  
SHUTTER, SLIDES, VIEW FINDER, TRIPOD  
and CASE, &c., &c., &c.A Few Kodaks and other HAND CAMERAS  
together with a QUANTITY of PHOTOGRAPHIC  
GEAR.

Also,

One No. 5 CARTRIDGE KODAK (7 x 5) with  
ACCESORIES COMPLETE.

TERMS.—Cash on delivery.

On View from Friday, the 12th August,

1904.

GEO. P. LAMMERT,  
Auctioneer.

Hongkong, August 9, 1904. 1468

Intimations.

RAINIER.

BEER.

"THERE'S NEW VIGOR AND STRENGTH IN EVERY DROP."

M. J. CONNELL,

7, Beaconsfield Arcade.

HONGKONG and PHILIPPINES.

1376

Hongkong, July 23, 1904.

HONGKONG'S FUTURE.

The Kowloon-Canton RAILWAY.

For something over fifty years the British colony of Hongkong has held the un-disputed position of sole ocean seaport to the provinces of Southern China, which includes Canton, with all the hinterland tapped by that great city. With this arrangement, Britons the world over are consequently familiarised, and the entirely home-reared variety comfortably believes it to be unalterable as the laws of the Medes and Persians. But there is a certain American-Belgian syndicate which is of a different opinion, and acts accordingly. This syndicate some five years ago obtained a concession to build a railway from Canton to Hankow, and, not to be outdone, a British corporation likewise asked and received a concession to construct a line from Kowloon to Canton. The route selected ran via Tsin-tee-tau and Samchun, the preliminary survey was duly made and there followed futile inaction; so that to-day not one sod of the proposed railway has been turned. Meantime the Hankow line nears completion, and the syndicate's next move is an open secret. Unless the Kowloon railway is in process of building, a small further concession will be asked from China to enable the American-Belgian Company to connect the port of Swatow with its trunk railway by means of a branch line from some suitable junction between the two main termini. The effect of this arrangement would be to establish an ocean port in South China in direct rail communication with Canton on the one hand, and Hankow on the other; and through these towns with the whole great inland districts beyond, of which they are respectively the centre. A rival with such exclusive facilities of access, of collection and distribution, would spell something akin to commercial ruin for Hongkong. If the Kowloon-Canton railway be in course of construction, it is probable that the American-Belgian syndicate would not think it worth while to apply for the further concession, and quite likely that in any case it would not be granted. Moreover, the trade that normally passes between Canton and Hongkong would not be diverted to another route if equal facilities offered on the family line. There is, therefore, practically no doubt that the fulfilment of its obligations by the British company would save the situation. But unless this body is galvanised into prompt action it will be too late. One excuse for the delay that has occurred is said to be disappointment that no grant of Government money has been forthcoming to meet the admittedly heavy initial expenses; if so, it surely behoves the home and the local authorities to safeguard what, after all, is a national, not a private asset.

In that case another aspect of the question opens. Recent surveys go to prove that an alternative route to that originally acquired by the concessionaires offers fewer engineering difficulties and appears to have been contemplated by the Mackay Treaty Commissioners when they included in the list of towns to be opened to Europeans the little-known city at Wai-chow. This Fu city, governed by a mandarin of high standing, and closely connected with the two garrison towns at Kwai-shih, is a place of great importance in native eyes. Situated on the junction of the Tamsui and East Rivers, it forms the natural distributing centre for the inland trade of Eastern Kwang-tung and Southern Kwang-si. Distant from the new territory only 50 miles, across an undulating plateau offering no difficulty to railway construction, its present connection with Hongkong is via Canton and Shekouang, a route about three times as long, and involving two changes of river craft; so that trade intercourse is naturally of the smallest. A bridge which would have to be built across the East River forms the only obstacle to this route.

The secret of the success of this route is that it is a subsidiary matter. The crucial issue is this: Are we to let go our commercial position in South China and lose for Hongkong its premier position in the Far East through sheer inaction? — *Far East Gazette*.

Hope at Last.

The *L. & C. Express* learns that Sir Matthew Nathan, the new Governor of Hongkong, took great interest in the question of the Canton-Kowloon railway previously to his departure. His Excellency holds a strong view on the subject of the desirability of its railway construction, and we may add, in this connection, that the Colonial Office also has taken much interest in the matter. We believe we are not much apart from the truth when we say that the Colonial Office would go as far as to offer to provide, or guarantee, the money for the portion of the line that will run through British territory.

Such being the case we may hope that the difficulties which have hitherto stood in the way of the carrying out of the concession, and the present obstructions that are being resorted to will be removed, and the line—the importance of which has been frequently referred to in these columns—speedily put in hand. Besides, further delay may prove dangerous to the future of the colony.

The American-Belgian Syndicate, in the absence of any sign of the British railway, are credited with the intention of taking a further concession from China to enable it to connect the port of Swatow with its trunk railway. It is extremely necessary to point out that a rival with such exclusive facilities of collection and distribution would have a serious effect upon the future commercial prosperity of Hongkong.

MESSRS. COOPER & CO.,  
No. 37, DES VIEUX ROAD, CENTRAL,  
JUST UNPACKED & NEW CONSTRUCTION  
of various kinds. Want immediate  
SHIRTS and TANIS in all running sizes.Also,  
A. Frob. Int. of Men's English and  
American BOOTS and SHOES, HATS,  
HOSIERY, &c.  
Orders for Ships required—correct fit  
and style guaranteed, and great satisfaction  
given.Hongkong, April 27, 1904. 1439  
Hongkong, August 9, 1904.

## IN THE COMMONS.

Chinese Labour.

INLIGHTMENT AT HOME.

In the House of Commons on July 4 Mr. Herbert Samuel asked whether the recent embarkation of Chinese indentured labourers at Hongkong was not a contravention of the Anglo-Chinese Convention, which required that they should be embarked only at a treaty port; whether the Chinese Viceroy at Canton had prohibited the recruiting of any more coolies for the Transvaal; and, if so, whether his action was taken as a protest against the Jirification of the convention.

Mr. Lyttelton replied that the Convention did not apply to Hongkong, and there had been no contravention of it. It was true that about two months ago the Viceroy of Canton issued a proclamation declaring recruiting for South Africa illegal. His Majesty's Minister in Peking made representations, and the Viceroy had been requested to withdraw the prohibition.

Mr. Herbert Samuel asked whether the coolies embarked at Hongkong were excluded from the purview of the convention?

Mr. Lyttelton: The convention cannot apply to Hongkong, which is not a treaty port but a British colony. The labourers are protected there by the colonial law.

Beri-Beri.

none was dispensed.

Major Seely asked the President of the Board of Trade whether he was aware that by the provisions of the Natal Immigration Act, 1903, the master and owners of any vessel from which any person suffering from a leprosy or a dangerous contagious disease may be landed are liable to a penalty of from £100 to £5,000; and whether the master or owners of the British ship *Tweeddale* have been subjected to such penalties.

Mr. Lyttelton: I telegraphed to the office administering the Government of Natal, and received the following answer:

"My Ministers suggest that you give the following reply to question: 'It is the custom in Natal to subject persons to penalties after they have broken the law, and not before. The *Tweeddale* did not infringe the emigration restrictions. No British ships are liable to penalties for engaging in this traffic of conveying Chinese emigrants under a scheme approved by the Government of Natal. Both shipmasters and the Transvaal Government have been duly informed of the requirements of our law.' It will be observed that the Natal authorities rightly do not consider beri-beri to be a loathsome or dangerous contagious disease."

A Japanese resident at the Cape, in the course of an interview with a representative of the Argus, said that Japan was probably the only country in which beri-beri had been thoroughly studied. The disease had been found to be not infectious. Rice was one of the principal causes of beri-beri, but the substitution of bread for rice had stamped out the disease in the Japanese Navy, in which it was at one time serious. Although the climate of Johannesburg was inimical to beri-beri, he suggested the summoning of a Japanese specialist.

ATTACKS OF COLIC, cholera morbus, A pains in the stomach, dysentery and diarrhoea come suddenly and so often prove fatal before a physician can be summoned that a reliable remedy should always be kept at hand. Chao berberi's Colic, Cholera and Diarrhoea Remedy has equal as a cure for these ailments. It never fails to give prompt relief even in the most severe cases. It is pleasant to take and every household should have a bottle at hand. Get it to-day. Although the climate of Johannesburg was inimical to beri-beri, he suggested the summoning of a Japanese specialist.

SUNDAY.

NIGHT CARS as on Week Days.

SATURDAY.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vieux Roul Road Central.

JOHN D. HUMPHREYS &amp; SON

General Managers

Hongkong, June 23, 1904.

1061

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS, REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL, HONGKONG, A. B. C. Code, 4th Edition. Lieber's Standard Code. TELEPHONE, 232.

Hongkong, March 14, 1903.

563

CARMICHAEL AND CLARKE.

The most delightful fruiting water.

It renders the skin firm, relieves moisture and imparts a delicate fragrance and feeling of comfort.

RIGAUD'S CHOICEST NEW EXTRACTS RECOMMENDED.

KANANGA GRACIOSA

LOUIS XV IRIS BLANC

ASCANIO IRIS AMBRE

LUCRECIA YLANG YLANG

LILAS DE PERSE PEU D'ESPAGNE

BOUQUET ELYSEE WHITE HELIOTROPE

ROZINA LILY OF THE VALLEY

BOUQUET ROYAL

MAIL ADDRESS: 'ACHEE,' HONGKONG,  
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ESTABLISHED 1860.

ACHEE &amp; CO.

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No. 17,  
QUEEN'S ROAD,  
HONGKONG.Furniture  
Dealers.DRAWING-ROOM,  
DINING-ROOM,  
and BEDROOM  
FURNITURE.ELECTRO-PLATED,  
CLASS and  
CHINA WARES.PASTEUR'S MICROBE-  
PROOF FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH  
COWELS and  
COUNTERPANES.COOKING RANGES,  
KITCHEN UTENSILS,  
and HOUSEHOLD  
REQUISITES.

WM. POWELL,

LIMITED.

NEW FURNISHING  
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THREE PLACED WHISKIES:

Per Dozen

1st—KING EDWARD VII.

VERY OLD LIQUEUR.

Gold Label ..... \$23.00

2nd—KING EDWARD VII.

LIQUEUR.

White Label ..... \$16.50

A Good 3rd—

CLUB' \$15.00

A Whisky that is perfect with 'TAN-SAN' Water.

SOLE AGENTS:

H. PRICE &amp; CO.,

458 Queen's Road Central.

General Memoranda.

SATURDAY, AUGUST 13.—  
2.30 p.m.—Auction of Household Furniture &c., at Mr Goo, P. Lamerton's Sales Rooms.MONDAY, August 15.—  
4 p.m.—Meeting of Punjum Mining Co., Ltd., at Company's Office.  
Goods per 'Macduff' undelivered after the date subject to rate.TUESDAY, August 16.—  
Noon—Meeting of Shareholders of The Hongkong, Canton and Macao Steamship Co., Ltd., in the Company's Office.

Transfer Books of China Sugar Refining Co., Ltd., Close from this date to 25th inst. inclusive.

TUESDAY, August 20.—  
Noon—Meeting of Shareholders of The Hongkong and Shanghai Banking Corporation, in the City Hall.MONDAY, August 22.—  
Noon—Meeting of Hongkong & Whampoa Dock Co., Ltd., at the Company's Office.SATURDAY, August 27.—  
Meeting of Hongkong Gymkhana Club at Happy Valley.WEDNESDAY, September 28.—  
Transfer Books of A. S. Watson, Co., Ltd., closed from this date to 8th October inclusive.

A S USUALLY TREATED a sprain will dissolve the injured person for three or four weeks, but if Chamberlain's Pain Balm is freely applied a complete cure may be effected in a very few days. Pain Balm also cures rheumatism, cuts, bruises and burns. For sale by All Dealers: WATSON &amp; CO., Ltd., General Agents.



A. S. WATSON &amp; CO.,

LIMITED,

ESTABLISHED 1841.

THE  
Hongkong  
Dispensary,

ALEXANDRA

BUILDINGS

HAVE THE

FINEST SELECTION

OF

PERFUMERY.

SOAPs.

TOILET

REQUISITES.

&amp;c., &amp;c., &amp;c.,

in the

EAST.

New Carpets and Rugs  
New Carpets and Rugs  
New Carpets and Rugs  
New Carpets and RugsNew Beds and Bedding  
New Beds and Bedding  
New Beds and BeddingNew Curtain Muslins  
New Curtain Muslins  
New Curtain Muslins  
New Curtain MuslinsTAKE THE LIFT TO  
FIRST FLOOR.TAKE THE LIFT TO  
FIRST FLOOR.ALEXANDRA  
BUILDINGS,  
NEW WUX ROAD.

A. S. WATSON &amp; CO., Limited.

The publication of this issue commenced  
at 5.30 p.m.

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 10, 1904.

EDITORIAL COMMENT.

When last mails left England, an early discussion of the Government solution of the Commons was unlikely. The Government had become quite habituated to losing by-elections, and were extremely well pleased at having succeeded in retaining Chortsey, though with a sadly diminished majority. Their danger is not so much in the country, as in the House. A great number of their supporters intend to retire at the close of the present Parliament, and there are others who already feel the echo of defeat in their bones. Such men are not likely to be obedient to the crack of the party whip. The simple explanation is that Mr Chamberlain, almost as in 1885, has divided the party. He was right then and he is right now, but it will take years to educate the electors to the point of seeing it. When they do, where will Mr Chamberlain be? Party Government is the stupidest possible way of registering the popular will, but at present it is the only practicable one, and it will take a great deal of education before universal suffrage comes to mean government by the wisest.

LOCAL AND GENERAL.

Empire Day and Kowloon School.

A paragraph in *The Times* states:—

Lord Meath has received a letter from the headmaster of Kowloon School, Hongkong, dated May 30, to the effect that copies of 'The Flag of England' are being ordered with a view to its always being sung at the school on Empire Day.

Band at Kowloon Hotel.

By kind permission of Lieut.-Col. Iremonger and Officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, to-morrow evening (weather permitting):—

March ..... 'Des Toreros' ..... Godard

Overture ..... 'Die Felsen Mith' ..... Reissiger

Selection ..... 'The Yeoman of the Guard' ..... Sullivan

Polonaise ..... 'Star and Stripes' ..... Chopin

Lancers ..... 'Gardes Party' ..... Moryc

Walz ..... 'Biswathia' ..... Moryc

Two-step ..... 'Moret' ..... Moryc

GOD SAVE THE KING.

Committed for Trial.

A shop cooler appeared at the Magistracy, this morning, before Mr H. H. J. Gompertz, to prosecute a fellow countryman on a charge of maliciously wounding him. The prosecutor stated that a few days ago he visited a friend's place and asked him for the loan of a razor to shave with. The defendant was there and said that he intended to shave first. He then went into a room at the rear of that in which they were talking and came out again a few seconds later armed with a chopper. He struck a blow at the prosecutor with this and in wounding off the latter received a cut on his hand which rendered it necessary for two of his fingers to be amputated. The defendant was committed for trial at the Sessions.

Good Salvation Army Results.

The social work of the Salvation Army was 'General' Booth's subject at a meeting of the International Congress in the Strand. He told several striking stories of rescue work and tales of poverty and need.

One he told at his recent interview with the King, and his Majesty had listened to it with the keenest interest. The 'General' claimed that the social operations of the army were no longer to be regarded as an experiment, and what had been done in

thousands of cases in the past could be done in tens of thousands in the future. To-day there were 160 food shelter depots with accommodation for 18,504, and no fewer than 4,573,000 beds had been provided during the year. There were 17,000 prison gate homes, with accommodation for 630, and 2,000 satisfactory cases had been passed through them during the last 12 months. There were 116 rescue homes, accommodating 2,719, and 5,700 satisfactory cases had passed through; while the 18 land colonies contained 29,932 acres and gave temporary employment to 67,000 men. Only that morning, the 'General' said, a whole island had been offered him on very reasonable terms, in which was over 1,000,000 acres and 30,000 buffaloes. It had a lovely climate, and a beautiful soil. The amount wanted to continue the social work of the army was £30,000.

A New Explosive.

A new explosive has just been manufactured by Mr J. C. Goncalves, of Colombo, the firework maker, who has named the particular compound 'Cyclone,' says the *Times* of Ceylon. The new explosive is being sent round to the leading engineers in Colombo, with a view to introducing it as a rival to dynamite and blasting powder.

Mr Goncalves has tested his new invention and is confident that the experiments have been attended with success. He claims that, for all purposes, his explosive, the composition of which is of course a secret, is equal to dynamite. No change of temperature, however sudden or slow, nor any change of moisture can affect the explosive, it is claimed, and it would not even explode if accidentally set on fire, unless it was packed tight in some resisting medium. It does not, it is said, give off any noxious gases and its power of rending embraces a wider area than that of gunpowder or dynamite. Mr Goncalves was busy to-day in submitting his invention to various engineering experts for their examination and experimental use. Mr Goncalves has already two large orders for the explosive and expects five more to-day.

Experiments, he says, prove that a charge costing 40 cents will break up 6 tons of rocks, reducing it to large blocks, and not shattering it, as dynamite does.

EVERY palatable, even children enjoy to take it, but it is *Stearns' Wine*, not the others.

CHANGE OF WATER often brings on Diarrhoea. For this reason many experienced travellers carry a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy with them to be used in case of an emergency. This preparation has no equal as a cure for bowel complaints. It can not be obtained while on board the cars or steamer, and that is where it is most likely to be needed. Buy a bottle before leaving home. Sold by All Dealers: Watson &amp; Co., Ltd., General Agents.

STEARNS' WINE, a general tonic and strength restorer. Always reliable. Must be strong.

learning is more important to the home than common culinary skill, will be able to do their duty to themselves and to the nation. To have Colonies successful we must have population. In Australia it is falling off grievously, and exhaustive inquiries into the cause show that it is due simply to the middle and upper class, women shirking their responsibilities. The working classes generally have large families; and the very significant fact was ascertained that the largest families were always found where there were Irish wives. There is an old cry 'Ireland for ever.' Let us build our women-folk on the Irish plan, then we need have no fear of our nation crumbling to pieces as did the Roman Empire. Mrs Colquhoun concludes her interesting paper with the following words:—'It is not through State or Charity-aided emigration, not by shipping off our incapables en bloc, nor by trying to attract them with promises of marriage or other bribes that we can best attack the question of superfluous women in Britain and the want of women in the rest of the Empire. What we want is an alteration in women's attitude, especially in the attitude of the middle-class woman—more courage, more simplicity, and, above all, more patriotism.'

The case in which the Bombay police authorities proceeded against a Parsee barrister, on a charge of forgery of a will, occupied the attention of Mr J. H. Kemp at the Magistracy this afternoon for the ninth time. Mr Harston, who appeared for the defendant, addressed the Court at considerable length and had not concluded when we went to press.

A telegram from London, dated July 22 states:—'The Hon. A. Lyttelton, Secretary of State for the Colonies, has forbidden Sir Ernest Edward Blake, Crown Agent for the Colonies, to continue to act as a Director of the London Assurance Corporation.' Sir Ernest E. Blake has been Crown Agent for the Colonies since 1881.

Children's Party Postponed.

In consequence of the bad weather His Excellency the Governor's children's party has been postponed from to-morrow till Wednesday, the 17th inst.

Illicit Opium.

Two very weather-beaten looking Chinese were fined at the Magistracy this morning on a charge of having illicit opium in their possession. They pleaded that the opium was not their property, but that of a companion who ran away when the police arrested them.

Committed for Trial.

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## MR SHUSTER'S DEATH.

## An Inquiry Opened.

An inquiry was held at the Magistracy this afternoon, by Mr H. H. J. Gompertz into the circumstances surrounding the death of the late Fritz Edward Shuster, which occurred on August 3. Messrs H. M. Webb, J. Duff, and G. Barker were empanelled as the jury.

Emily Shuster, the deceased's widow, deposed that her husband was, prior to his death, employed as an engineer at the Quarry Bay Sugar Refinery. She last saw her husband alive on Tuesday last. They were together at the Metropole Hotel about 9 o'clock and on leaving there boarded a stationary tram car. They stayed there for about ten minutes and then she left the car because her husband was quarrelling with a sailor. Her husband refused to leave the car, and after waiting for him at the hotel for about 20 minutes she called a ricksha and went to her mother's place at the Race Course. She did not see her husband again alive. There was a placard on the car to the effect that it was going to Quarry Bay and deceased wished to go there with it. There were no blows struck between the deceased and the sailors with whom he was quarrelling. When they went to the Metropole witness and her husband were on their way home. Her husband was quiet at the time, and not the worse for liquor. He had two glasses of beer at the Metropole, and had had a glass of whisky and soda previous to that, about 4 o'clock. As far as she knew he had no other drinks that evening. The tram left with her husband in it.

In reply to a Juror witness said that the tram was not going to Quarry Bay as the placard stated. It returned to Hongkong from the Metropole.

Lau King San, a ticket collector in the employ of the Electric Tramway Company, said that on Tuesday last he was on duty on a tram. He corroborated the evidence of the previous witness with regard to her leaving the tram. After she had gone, the tram, in which Mr Shuster was seated, left for Hongkong. Mr Shuster left the car at Jardine's, near the Sugar works. While the deceased was on the tram he was quiet, but the witness heard him talking to three sailors. What the conversation was about he could not say, as he did not hear it distinctly. Deceased did not fall off the car, neither did he stumble after getting off. The car was not in motion when deceased stepped off. Although there was a notice on the tram saying that it went from Arsenal Street to Shaukiwan, the tram only went to the Metropole Hotel and then returned to Arsenal Street.

By a Juror: Why did the tram stop near Jardine's?

Witness: The trolley-arm came off the overhead wire and had to be replaced. The tram remained stationary for a quarter of an hour.

Dr W. Hunter, Government Bacteriologist and Medical Officer in charge of the Public Mortuary, stated that he made a post mortem examination of the body of Mr Shuster. He found a considerable amount of bruising over the right side of the face, the right eye was also swollen. The temple bone was fractured and beneath the bone there was hemorrhage, which pressed on the brain. The other organs of the body were healthy. In his opinion deceased did not die from his fractured skull and subsequent compression of the brain. Such injuries could have been caused by a fall from the tram. Had deceased stumbled over the guttering on the footway, he did not think he would have sustained such injuries.

Inspector Gould explained the position of the footway, which is two feet seven inches below the road, and Dr Hunter said a fall over an obstruction on the roadway to the footpath might cause such wounds as deceased had.

Inspector Gould wished to ask, could anything have been done for deceased to save his life.

Mr Gompertz thought it better not to ask such a question until all the evidence had been taken, and asked witness whether the wounds deceased bore would be necessarily fatal.

Witness: Not necessarily.

P. O. Monte, an Inspector of tramways, said that while on a car outside the Depot on Tuesday night a gentleman got on the car. Witness told him that the car was going to the Depot. The gentleman sat down and said that he wanted to stop there. When the car began to move he got up and left the car. He walked away from the car and witness heard a sound of someone falling. Witness looked out and saw deceased lying on the footway, face downwards. Witness and another man tried to lift deceased up but could not do so as the prostate man was too heavy. Witness went to No. 2 Police Station and asked a Police Sergeant to accompany him to the spot. He did so and witness left. There were no persons near deceased when he fell.

As far as witness could judge deceased was not drunk, yet when he went to the Police Station to report the deceased witness said: "Perhaps the man is drunk." Witness told the police that because he thought that if the man was sober he would not have fallen down. The deceased was about thirty feet from the tram when he fell.

Inspector Fletcher Meldin, Chief Assistant of the Tramways, said that he saw deceased lying on his face on the pavement. Witness had deceased returned under shelter as it was raining at the time. He could not say whether deceased was sober or not. Witness lying on the pavement Mr Shuster was breathing heavily and was quite unconscious.

The inquiry had not concluded when we went to press.

## The Behring Sea Fisheries.

The act of courtesy performed by the British Government in proposing to undertake the protection of the seal fisheries in the Behring Sea constitutes, says the *Notre Dame*, a very valuable precedent, proving especially the full conviction felt by British diplomacy that Military circumstances will not force Japan to claim the assistance of Great Britain in virtue of her Treaty of Alliance. "One may therefore," concludes the journal, "rest perfectly assured that this friendly service so amably offered to Russia by Great Britain will not provoke on the part of Japan any complications to which Great Britain cannot reply with absolutely convincing explanations."

TEARNS WINN for thin, nervous and frosty people, old and young, immediate benefit.

## HOW THE 'NORGE' WENT DOWN.

## Glorious Heroism on Board.

No more tragic story of the sea has ever been told than that gathered by a representative of the *Daily Mail* from the survivors of the ill-fated *Norge* landed at Grimsby.

The *Norge* belonged to a Copenhagen Company, and was put on the Atlantic service to compete in the rate cutting war. All the hapless passengers were being conveyed to New York at £3 a head. When the vessel left Copenhagen she had a complement of at least 700 passengers and a crew numbering about seventy.

Nearly half the passengers were Polish Jews who had been ordered to report themselves at Warsaw for service in Manchuria. Rather than obey the Tsar's command, they fled the country.

Out of those 300 deserters only one is known to have survived.

He is an old man with whitened hair and stooping shoulders, and as he spoke yesterday his thin hands tugged furiously at his beard, and an angry glint shone through the tears in his eyes. While mourning his old comrades, he cursed the cause that led to their death.

"Russia," he screamed, "will rejoice that death overtakes them when escape from a death duty seemed nigh." But as one said just before he went under, "I prefer to die in the sea than in the Russian's trenches." My wife too will be with me in death, whereas, if I had left her in Russia, she would have been driven from her home to become an outcast while I fought for the country that persecuted her. Yet, this is the better way.

A hitherto inexplicable circumstance is why the Captain of the *Norge* came to be in New Rockall, which is invariably passed at a distance of eight miles, but the only surviving member of the crew at Grimsby explained last evening that a fog prevailed and that the rock was not discoverable. There was no warning that the rock was not discoverable.

The ship rebounded into deep water only to burst herself on the rocks once more, this time completely rippling away the bows, and, while the forward part slid upwards, the stern sank under water. A heavy sea which was running swept the vessel from shipshape to aft.

The survivors utterly fail to describe the scene that followed. The great majority of the passengers, who included nearly 200 children, were still in their bunks. They rushed to deck, and terrified women literally fought for places in the lifeboats and attached lifeboats from each other's possession. Other women sank on their knees, and, while hugging their children to them, prayed the crew to save the little ones. Several mothers clambered up the rigging with their children, and many brave attempts were made by the crew to get them down.

The women, however, refused their assistance and when, a few minutes later, the ship sank, they went with it.

The first lifeboat launched was smashed to atoms against the ship's side, and its occupants perished. Two other lifeboats were swamped by delirious crowds jumping into them.

Scores of women, leaving all command of themselves, jumped into the sea.

The boat which contained the Grimsby survivors was swung from its davits. Then occurred a splendid piece of heroism, which pressed on the heart. The other organs of the body were healthy. In his opinion deceased did not die from his fractured skull and subsequent compression of the brain. Such injuries could have been caused by a fall from the tram. Had deceased stumbled over the guttering on the footway, he did not think he would have sustained such injuries.

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The inquiry had not concluded when we went to press.

## NEUTRAL SHIPPING AND THE RUSSIAN POLICY.

The Shipping Committee of the House of Commons takes rather a serious view of the seizure and detention of the *Albatross*.

It is considered that the case materially affects the rights of neutrals, and it has drawn up a memorial to the Prime Minister on the subject. A sub-committee was appointed to make further inquiries, interview the Foreign Office authorities, and take other steps in the matter. Letters have also been addressed to Mr Balfour by the Secretary of Lloyd's, and the President of the Shipping Federation, both urging prompt steps for the liberation of the *Albatross*.

Earl Pocre, replying to questions in the House of Commons on 7th inst., said there was no question of protesting to the Russian Government until the appeal had been heard. His Majesty's Ambassador at St. Petersburg has asked the Russian Government for an official statement of the course of the *Albatross*, both to the *Albatross* and her crew.

A statement setting forth the grounds of condemnation has been issued by the owners of the *Albatross* (Mr W. H. Rea), and they are:—1. The steamer was passing through the Japanese Sea instead of through the Pacific. 2. That there was on board a Japanese cabin-boy in addition to the British officers and crew. 3. Absence of proof that the Japanese company which had chartered the steamer had sold the cargo to a neutral party. It is stated that on these grounds the judge is convinced that the steamer was not bound for Singapore but for a Japanese or Korean port.

My answers to these charges are:—1. The steamer was on her direct and shortest course from Muroran to Singapore, as anyone can see who will take the trouble to look at a map of the Far East. 2. Whether there was a Japanese cabin-boy on board I have no knowledge, but it is a very usual occurrence in the case of ships trading in the East, and I have yet to learn that it is a punishable offence. 3. The steamer would have on board a copy of the charter and bill of lading for Singapore. If further proof is required I am prepared to prove beyond doubt from documents that the consignees of the coal were Messrs Paterson, Simons and Co., of Singapore, the cargo being part of a contract made in December last for some 50,000 tons to be delivered at Singapore.

Full of that dread, they feared to partake of the little stock of biscuits which, moreover, they knew would make them all the more thirsty. Bent double with grief in one corner of the boat was an old man

named Johanson, of Tromsø, who had lost his wife and five children.

"When the crash came," he explained yesterday, "I placed them on the hatchway while I found places for them in the boat. When I had done so I returned for them. They had disappeared. I am now alone in the world. My wife and family have gone down with the other 200 women and 200 children."

Seas swept the open boat continuously, and the party had only an old can and their boat with which to bale out the water. The majority of them were protected from the elements only by their night attire. The boat had not drifted more than ten miles of twenty-four hours when Captain Miles, of the Grimsby trawler *Sabot*, caught sight of the castaway signalling with handkerchiefs and wearing apparel. He bore down upon them, and found them sitting with the water up to their waists.

According to the signals the centre of the typhoon has shifted to the South-West of the Colony. We might congratulate ourselves upon having escaped once more.

Shipping is having a rough time in the

## BY WHARF AND WAVE.

The *Athel* met the full force of the gale near Gap Rock last night and had a rough time of it until she got into shelter about midnight.

According to the signals the centre of the typhoon has shifted to the South-West of the Colony. We might congratulate ourselves upon having escaped once more.

Shipping is having a rough time in the

typhoon which has been hovering about.

The arrivals have been few and the departures few.

The Naval Inspection Board of the United States has recommended the substitution of 25-kn t-torpedo boats of heavier machinery for the present 30-kn vessels which they declare are liable to breakdown.

A correspondent writes:—I have often

wondered, as have, no doubt, hundreds of

your readers, how poky little ships' cabins

came to be called "State-rooms."

The following explanation from *The Crisis*, by Winston Churchill, appears not unlikely:

"Jimmy," said the Captain, "did you ever

know what State-rooms are called?"

"Why, no," answered she, puzzled.

"There was an old fellow named Shreve, who ran steamboats before Jackson fought the redcoat at New Orleans. In Shreve's time the cabins were curtained off just like these new-fangled sleeping car berths. The old man built wooden rooms, and he named them after the different States, Kentucky, Illinois, Pennsylvania, etc. So when a fellow came on board he'd say: 'What State am I in, Cap?' And from this the name spread all over the world—State-rooms. That's mighty interesting," said Captain Lige. —*Madras Mail*.

The well-known Chinese and Manila s.s. *Perla* has gone to Japan to be sold subject to an inspection in dock. If the inspection proves satisfactory the vessel will remain in the service of a Japanese Company, who have agreed to pay £10,000 for her. The *Perla* took with her an cargo to Japan 10,676 cases of dynamite and 33,000 piculs of rice. She is a well-known boat to Hongkong residents, having been engaged on the Hongkong-Manila run for some considerable time. Latterly, however, she was superseded by the *Ruby* and *Zaffiro*, and since then had no recognised run. Her registered tonnage is 1,930; her length 285.3 feet; breadth 35 feet; and depth 24 feet. She is somewhat old, being built in 1878 by Messrs W. Doxford and Sons, Sunderland. Her old name, when running on the Australian line, was the *Memoria*.

A grand marine display is to be given in the Mersey on the King's forthcoming visit to Liverpool. A writer in the *Liverpool Mercury* suggests that, as a souvenir of the occasion, a "fairy" should be compiled of the progress of the shipping of the port. Records show that when Queen Elizabeth was on the throne of England, Liverpool had but twelve ships, of an average of nineteen tons, and a crew of six per vessel, whilst Wallasey had three with an average of fifteen tons and five men per ship. Sixty years later, in 1618, when James I received an increase in Liverpool ships, there were only twelve, but in 1752 the number had jumped to 47. In 1780, ships of 200 or 250 tons crossed the Atlantic from Liverpool, an uncertain interval, three or four times a year, and for toilless the passengers had buckets of sea water every morning on the deck, weather permitting, and they found their own soap and towels.

To trace the subsequent phenomenal progress, and draw a comparison between the primitive methods of ocean travel in the old days, and the palatial ones of the present, would not alone be interesting, but peculiarly appropriate.

A number of complaints have recently been received by the police regarding a practice generally indulged in by the masters of Chinese ferries—blowing their whistles to attract the attention of prospective passengers. The rules of the harbour stipulate that the whistle must only be used for purposes of navigation, and provide a maximum penalty of \$100 per blast if this regulation is not observed. In consequence of a complaint, Police Sergeant 84 was stationed close to the *Yau Ma Tei* ferry wharf early on the morning of the 4th instant and, as a result, the masters of three launches appeared before Mr H. H. J. Gompertz, at the Magistracy, this morning, in answer to summonses charging them with using their whistles contrary to the regulations. In each case it was shown that the defendant was coming into the harbour when the *Yau Ma Tei* ferry was at Hongkong and was blowing his whistle for any cause.

The charge of misconduct against the pilot in charge of the *Australia* at the time of her grounding has been upheld. The President of the Marine Court of Inquiry (Mr Murphy, P.M.) said:—The Court finds that the defendant was coming into the harbour when the *Australia* was at the *Yau Ma Tei* ferry wharf.

Passengers by the launch *Morning Star*, which left Hongkong for Kowloon at 12.50 to, were witnesses of the capsizing of a small boat, and the subsequent rescue of its occupant by the Chinese on board the launch.

When the launch had half-crossed the harbour a small boat with a sail up was descried making its way diagonally from Kowloon to Hongkong. One of the passengers on the launch remarked, on catching sight of the boat, that anyone was courting disaster to go out in such a small sailboat with so strong a wind blowing.

The sentence was hardly completed when the small boat turned turtle precipitating the occupant into the water. For a few seconds no sign of the occupant of the boat could be seen, then he was noticed trying to right the overturned craft. The captain of the *Morning Star* blew several loud blasts on the whistle to indicate to the man in the water that he was coming to the rescue.

Changing his course the captain headed the *Morning Star* towards the scene, and, as he approached, it was seen that the intrepid sailor was a Lieutenant in the Royal Garrison Artillery. After picking him up the boat was towed to the Kowloon Wharf.

The Lieutenant was prepared for a capsize as he had taken his boots and coat off and was secured to the seat in the boat.

In addition, he had tied a lifebuoy round his waist.

Even with these precautions it was lucky that he was not seriously injured.

Notice of intention to appeal against the decision was given.

## Assault on a Constable.

European constable 130 found a poorly dressed sailor in a recumbent position in Des Vaux Road about 1.30 p.m. yesterday.

The man appeared to be incapable, so the officer put him in a chair with a view to

taking him to the Central Police Station.

## Shipping.

## PENINSULAR &amp; ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:

STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI.....	G. M. MONTFORD, R.M.R.	About 11th Freight and Passage.
KOBE.....	W. V. COOKE, R.M.R.	About 12th Freight only.
LONDON, &c.	F. R. SUMMERS	August 13th Noon, 13th Special Advertisement.
LONDON & ANTWERP, Via STORE, PANG, CLOBO AND PORT SAID	G. W. GORDON, R.M.R.	About 19th Freight and Passage.
SHANGHAI AND KOBE (Passing through the INLAND SEA.)	P. H. W. SNOW	About 23rd Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

P. &amp; O. S. N. Co.'s Office, Hongkong, August 10, 1904.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. EMPRESS OF INDIA..... 6000 Tons..... WEDNESDAY, Aug. 24, 1904.  
R.M.S. EMPRESS OF JAPAN..... 6000 Tons..... WEDNESDAY, Sept. 21.  
R.M.S. ATHENIAN..... 3882 Tons..... WEDNESDAY, Oct. 12.  
R.M.S. EMPRESS OF CHINA..... 6000 Tons..... WEDNESDAY, Oct. 19.  
R.M.S. TARTAR..... 4425 Tons..... WEDNESDAY, Nov. 2.

Hongkong to London, 1st Class..... via St. Lawrence 260, via New York 262.

Intermediate on Steamers, 1st Class..... 240, 2nd Class..... 242.

THE magnificient EMPRESS STEAMSHIPS passing through the famous LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHARGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, PEDDER STREET.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, MOJI, KOBE &amp; YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ARABIA	4483	BAEDE	August 25, 1904.
ARAGONIA	5128	SCHULDT	Sept. 14, 1904.
NUMANTIA	4370		Oct. 10, 1904.
NICOMEDIA	4370	WAGNER	Oct. 23, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND &amp; ASIATIC STEAMSHIP COMPANY. Hongkong, August 3, 1904.

2

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA. PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	LEAVING	THURSDAY,
ANPING, Via SWATOW AND AMOY.	TRITOS,	Aug. 11, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	FRITHJOV,	SUNDAY, 14th
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH,	WEDNESDAY, Aug. 17, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY,	M. STRUVE	SUNDAY, 21st

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, August 10, 1904.

2579

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

STEAMERS.	TONS.	CAPTAINS.	TO SAIL.
HYADES	3763	GEO. WRIGHT	August 11.
SHAWMUT	9606	W. M. SMITH	August 31.
REMNANT	9606	T. W. GARLICK	October 1.

Cargo only.

FOR MANILA.

The largest, stadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT..... 9606 tons Capt. W. M. SMITH..... About 17th August.

S.S. REMNANT..... 9606 tons Capt. T. W. GARLICK..... About 10th September.

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For further information, apply to Dodwell &amp; Co., Limited, QUEENS BUILDINGS, Hongkong, August 10, 1904.

GENERAL AGENTS.

1705

## Shipping.

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## FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

## TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	IDIOMENUS	19th August.
GLASGOW AND LIVERPOOL	TYDEUS	20th August.
GLASGOW AND LIVERPOOL	ANTENOR	2nd September.
GLASGOW AND LIVERPOOL	TELMACHUS	4th September.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	MONTENE	16th August.
*GENOA, MARSEILLES & LIVERPOOL	SARPEON	20th August.
LONDON, AMSTERDAM & ANTWERP	PELUS	30th August.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	13th September.
*GENOA, MARSEILLES & LIVERPOOL	IDIOMENUS	22d September.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	30th September.

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	MACHAON	11th August.
all PACIFIC COAST PORTS	TELEMACHUS	7th September.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, August 5, 1904.

183

CHINA NAVIGATION CO., LTD.

STEAMER FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship SIMILA, Captain F. R. SUMMERS, carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 13th August, at Noon, taking Passengers and cargo for the above ports in connection with the Company's s.s. China, 7912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed from Bombay by the R.M.S. Ballarat, due in London on the 26th September, 1904.

Parcels will be received at this Office by 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, July 30 1904. 1899

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, August 10, 1904.

183

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

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A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze &amp; Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, August 10, 1904.

183

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FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship EMPIRE, Captain F. R. SUMMERS, carrying His Majesty's Mail, will be despatched from the above ports on SATURDAY, the 13th inst., at 3 p.m.

For Freight or Passage, apply to D. SASSOON &amp; CO., LTD., AGENTS.

Hongkong, August 8, 1904. 1452

CHINA AND MANILA STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship EPSON, Captain J. WHITE, will be despatched for the above port on or about SATURDAY, the 3rd September.

For Freight, apply to SHEWAN, TOME'S &amp; CO., GENERAL AGENTS.

Hongkong, August 4, 1904. 1227

AMERICAN ASIATIC STEAMSHIP COMPANY.

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## Intimations.

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Hongkong, April 13, 1904.

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By G. TAYLOR, L.M. Customs.

With WOODCUTS.

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III.—Life & Annuity Funds £3,184,188 12 7.

£16,898,660 8 10.

Revenue Fire Branch £1,935,128 11 9.

" Life & Annuity £1,615,755 11 9.

£23,560,683 11 9.

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

Hongkong, June 18, 1904.

1537

FIREFMAN'S FUND INSURANCE CO.

OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1903.

ASSETS, GOLD £55,820,37.

NET SURPLUS, GOLD £2,158,118 50.

INCOME, GOLD £3,470,757 03.

FIRE BRANCH.

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Hongkong, March 23, 1904.

562

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ALEX. ROSS & CO.

Hongkong, April 28, 1904.

1412

Intimations.

THE COMMERCIAL LAW AFFECTING CHINESE;

With Special Reference to

PARTNERSHIP REGISTRATION AND

BANKRUPTCY LAWS IN

HONGKONG.

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Hongkong, August 2, 1904.

117

IMPERIAL BANK OF CHINA.

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SHANGHAI, SINGAPORE, TIENTSIN.

Hongkong, May 1, 1904.

1517

THE BANK PURCHASES and receives for

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Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

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Interest allowed on Current Accounts at

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On Fixed Deposits for 3 Months 3%.

" 6 " 4%.

" 12 " 5%.

H. C. MARSHALL, Acting Manager.

Hongkong, May 17, 1904.

1970

THE NEW FRENCH REMEDY

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140

RAMBLE THROUGH SOUTHERN FORMOSA:

By G. TAYLOR, L.M. Customs.

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Hongkong, April 13, 1904.

140

SECOND EDITION.

HISTORY OF THE CHURCHES OF

## SHIPPING.

## ARRIVALS.

August 9.  
Store Nordiske, Danish Telegraph arr., from a cruise.

August 10.  
Mousang, British Mr. 1,644, S. J. Payne, Sandakan August 4, Timber. — JARDINE, MATTHESON & CO.

Meefoo, Chinese arr., 1,321, J. Whitaker, Shanghai August 6, General. — C. M. S. N. Co.

## DEPARTURES.

August 10.  
Tartar, for Amoy and Vancouver. Oceanian, for Eur. pa. & Co., Canton. Tjimati, for Shanghai. Heng, for Bangkok. Machao, for Nagasaki and Vancouver.

## Cleared.

Rein, for Bangkok. Triton, for Swatow. Glauca, for Shinghai. Taming, for Manila. Luso, for Sasebo. Yiddo, for Calcutta.

## PASSENGERS.

## ARRIVED.

Per Metoo, from Shanghai, Messrs C. G. Goodhart, Hutchinson and 23 Chinese.

## DEPARTED.

Per Tartar, for Vancouver, &c., Mr and Mrs Eckford, Mrs. R. R. Mrs. Radcliffe, child and nurse. Major and Mrs. Ormside, Mr. and Mrs. W. B. Miller, Mrs. C. A. Walter, Messrs H. G. Fidley, F. Bishop, V. Wilson, H. K. Struve, E. S. Groves, W. Brumfield, C. H. Grace, K. Wilson, S. S. Bonham, and W. G. Pirie.

For Oceanian, for Saigon, Mr. Felix Guoil, Mr. A. Del-haye, 1 Japanese, 1 Amannite, and 20 Chinese; for Singapore, Mr. and Mrs. H. C. Owen and child, Messrs E. R. Graham, Messrs J. B. Windsor, Th. S. F. Cobb, H. M. Sibley, 1 Japanese woman and 8 Chinese; for Colombo, 2 Chinese; for Rangoon, Mrs. Paterson; for Manila, Messrs O. J. Janzen, L. Moine, Th. A. Konings, A. M. Paterson, Marshall Dawson, London, and Berlin.

## SHIPPING REPORTS.

The British steamer *Mengang* reports: From Sandakan August 4th, encountered fine weather until the night of August 6th, when it started to blow a heavy gale, — the wind blowing eastward from North to South. On the morning of the 7th, the weather moderated, but still blow strong from the S.E., with heavy rain all through the passage.

The Chinese steamer *Me-fan* reports: From Sapporo 1st to Bullock Harbour, trade to moderate S. breeze, cloudy, fine. Bullock Harbour to Oseku, fresh to light S.W. breeze, cloudy, fine. Oseku to Lancome, light to fresh W. breeze and fine. Lancome to Hongkong, strong E. breeze, heavy swell and frequent heavy rain squalls.

## VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. W. M. Anderson Mr. E. A. Katsch Mr. R. B. Beattie Mr. A. R. Lewis

Mr. T. E. Bingham Mr. S. J. Lyons and child Mr. D. Macdonald

Mr. R. J. Birbeck Mr. R. J. Macgowan Printed Matter and Samples at 10 a.m.

Registration at 10 a.m. Registration, with late fee of 10 cents, up to 10 a.m.

Letters at 11 a.m.

Last Letters 11 to 11.30 a.m. Extra Postage 10 cents.

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Supplementary Mail on board up to the times fixed for the departure of the Mail. Extra Postage 10 cents.)

## POST OFFICE NOTICES.

## Mails will close:

For CANTON.

Per Honam, at 7.30 a.m., on Thursday, the 11th August.

For SWATOW, AMOY & ANPING.

Per Triton, at 9 a.m., on Thursday, the 11th August.

For SWATOW & BANGKOK.

Per Loozok, at 11 a.m., on Thursday, the 11th August.

For SWATOW, AMOY & FOOCHEW.

Per Hainan, at 1 p.m., on Thursday, the 11th August.

For PORT D'ARWIN, THURSDAY.

For ISLAND, COOKTOWN, DOWNTOWN, BRISBANE, SYDNEY, MELBOURNE, HOBART, LAUNCESTON, NEW ZEALAND, ADELAIDE, PERTH.

Per Triton, at 3 p.m., on Thursday, the 11th August.

For NINGPO & SHANGHAI.

Per Whampot, at 3 p.m., on Thursday, the 11th August.

For YAP, SAIPAN, RUK, PONAPE, KUSSAIE, JALUIT, NAURO, OCEAN ISLAND & SYDNEY.

Per Medan, at 4 p.m., on Thursday, the 11th August.

For SAMSHU, SHIUEHING, TAKHING & WUOHO.

Per Sunan, at 4 p.m., on Thursday, the 11th August.

For KEELUNG, MOJI, KOBE, YOKO-HAMA, VICTORIA & TACOMA.

Per Hydoo, at 4 p.m., on Thursday, the 11th August.

For BOHIO & HAIPHONG.

Per Carl Diederichsen, at 5 p.m., on Thursday, the 11th August.

For KONGMOON & KUMCHUNG.

Per Linen, at 5 p.m., on Thursday, the 11th August.

For SINGAPORE, PENANG & BOMBAY.

Per Cupri, at 11 a.m., on Friday, the 12th August.

For SHANGHAI.

Per Hungang, at 3 p.m., on Friday, the 12th August.

For SHANGHAI.

Per Shaoshing, at 3 p.m., on Friday, the 12th August.

For MANILA.

Per Longang, at 3 p.m., on Friday, the 12th August.

For MANILA.

Per Zafra, at 9 a.m., on Saturday, the 13th August.

For SINGAPORE, PENANG & CALCUTTA.

Per Catherine Apur, at 2 p.m., on Saturday, the 13th August.

For SHANGHAI.

Per Wu-hu, at 3 p.m., on Saturday, the 13th August.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Sierra* will be despatched on SATURDAY, the 13th August, with Mails for the United Kingdom, the Continent of Europe, and countries beyond, via Brindisi; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

Printed Matter and Samples at 10 a.m.

Registration at 10 a.m.

Registration, with late fee of 10 cents, up to 10 a.m.

Letters at 11 a.m.

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Supplementary Mail on board up to the times fixed for the departure of the Mail. Extra Postage 10 cents.)

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Korea* will be despatched on TUESDAY, the 18th August, with Mails for Amoy, Shanghai, Japan, San Francisco, United States, Canada, Honolulu, Peru, &c., which will be closed at follows:

Printed Matter and Samples at 10 a.m.

Registration at 10 a.m.

Registration, with late fee of 10 cents, up to 10 a.m.

Letters at 11 a.m.

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